Transportation Concept Report
State Route 63

SUMMARY CHART 1-A

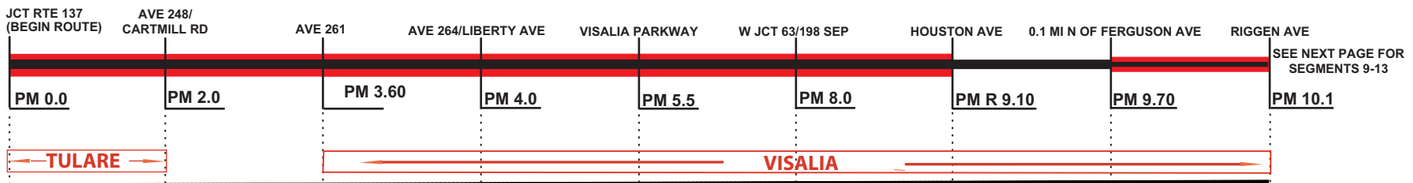
LEGEND

Existing Lanes — Conventional / Freeway

Planned or Programmed by 2030

Through Lanes. — Number of Lanes: 2, 4, 6

* Length of Segments on this bar chart are Not To Scale



Segment: Is self-explanatory except for several data sets:

Rural/Urban: Indicates whether the segment is in a rural area or city limits.

Terrain: Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

ROW: Portrays Right-of-Way (ROW) and geometric data in feet and meters.

Shoulder Range: Is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate (UTC): Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218' is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

Facility: Shows the Existing Facility, the desired facility type (2030 Concept) by 2030-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.

LOS: The current (2005) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030 Caltrans.

Deficiency: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

Directional Split: Denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

AADT: Signifies Annual Average Daily Traffic.

Peak Hour: Indicates a representation of the maximum hour of traffic flow during the day.

% Trucks: Shows the percent of trucks for AADT and Peak Hour.

+: The Ultimate ROW on this Route is generally the same as the existing ROW except where geometric improvements may be required.

***:** Meets Concept LOS

****:** Deficient - Concept facility does not meet Concept LOS.

*****: Right-Of- Way (ROW) will require design exceptions.

SEGMENT	1	2	3	4	5	6	7	8
County / Route	TUL / 63	TUL / 63	TUL / 63	TUL / 63	TUL / 63	TUL / 63	TUL / 63	TUL / 63
Description Begin	ROUTE 137	AVE 248/CARTMILL RD	AVE 261	AVE 264/ LIBERTY AVE	VISALIA PARKWAY	W. JUNCTION 63/198 SEPARATION	HOUSTON AVE	0.1 MI N. OF FERGUSON AVE
Description End	AVE 248/CARTMILL RD	AVE 261	AVE 264/ LIBERTY AVE	VISALIA PARKWAY	W. JUNCTION 63/198 SEPARATION	HOUSTON AVE	0.1 MI N. OF FERGUSON AVE	RIGGIN AVE
Postmile Limits Begin/End	0.0 / 2.0	2.0 / 3.6	3.6 / 4.0	4.0 / 5.5	5.5 / 8.0	8.0 / R 9.1	R 9.1 / 9.7	9.7 / 10.1
Length (MI)	2.0 MI	1.6 MI	0.4 MI	1.5 MI	2.5 MI	1.1 MI	0.6 MI	0.4 MI
Rural or Urban	URBAN	RURAL	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
Terrain	FLAT	FLAT	FLAT	FLAT	FLAT	FLAT	FLAT	FLAT
ROW: Range Existing (FT)	110.0 / 135.0 FT	110.0 / 135.0 FT	110.0 / 110.0 FT	110.0 / 160.0 FT	110.0 / 128.0 FT	231.0 / 231.0 FT	80.0 / 80.0 FT	84.0 / 84.0 FT
Median Range (FT)	22.0 / 22.0 FT	22.0 / 22.0 FT	22.0 / 22.0 FT	22.0 / 22.0 FT	12.0 / 22.0 FT	99.0 / 99.0 FT	12.0 / 12.0 FT	0.0 / 0.0 FT
Shoulder Range (FT)	10.0 / 10.0 FT	10.0 / 10.0 FT	10.0 / 10.0 FT	10.0 / 10.0 FT	10.0 / 10.0 FT	8.0 / 8.0 FT	2.0 / 8.0 FT	8.0 / 8.0 FT
Lane Width (FT)	12.0 FT	12.0 FT	12.0 FT	12.0 FT	12.0 FT	12.0 FT	12.0 FT	12.0 FT
Ultimate ROW (FT)	134 FT	134 FT	134 FT	134 FT	134 FT	+ FT	110*** FT	110*** FT
Facility: Existing	4C	4C	4C	4C	4C	6C/4C	4C	2C
2030 Concept	6C	6C	6C	6C	6C	6C	4C	4C
UTC	6C	6C	6C	6C	6C	6C	6C	6C
LOS: 2006	B	B	B	C	E	C	C	C
LOS: 2015	B	B	B	D	E	C	D	D
LOS: 2030	C	B	C	E	F	C	E	E
LOS: 2030 Concept	D	D	D	D	D	D	D	D
Deficiency/Year Deficient	N/A	N/A	N/A	2030	2005	N/A	2030	2030
Project in STIP/RTP (Y/N)	NO	NO	NO	NO	YES	NO	NO	NO
LOS W/ Concept Improvement	N/A	N/A	N/A	N/A*	E**	N/A	N/A*	N/A*
Directional Split (Peak Hour)	49/51	49/51	48/52	48/52	45/55	44/56	44/56	47/53
AADT: 2006	16,800	16,800	17,400	26,500	34,500	14,500	14,700	7,200
AADT: 2015	23,600	22,600	23,400	32,200	43,100	17,100	21,000	10,300
AADT: 2030	33,200	30,400	31,500	39,000	53,900	20,100	29,940	14,700
Peak Hour: 2006	1,550	1,550	1,700	2,600	3,400	1,700	1,750	870
Peak Hour: 2015	2,200	2,090	2,290	3,200	4,250	2,000	2,500	1,240
Peak Hour: 2030	3,100	2,810	3,080	3,800	5,310	2,360	3,560	1,770
% Trucks: AADT	2.3 %	1.8 %	1.8 %	1.3 %	1.5 %	1.1 %	2.4 %	2.4 %
% Trucks: Peak Hour	6 %	6 %	6 %	4 %	3 %	8 %	8 %	16 %

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State Route 63

SUMMARY CHART 1-B

LEGEND

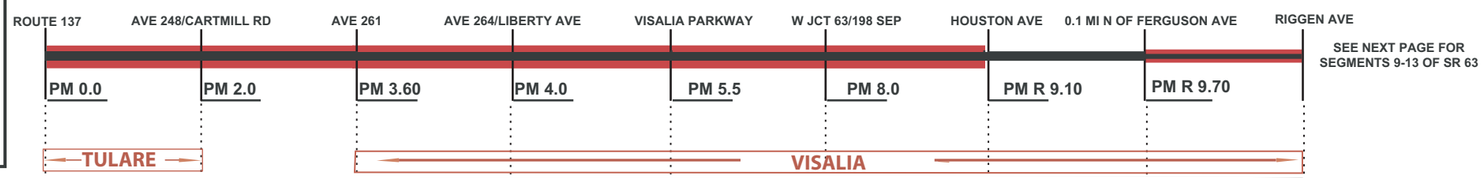
Existing Lanes — Conventional / Freeway

Planned or Programmed by 2030

Through Lanes.

Number of Lanes: 2, 4, 6

* Length of Segments on this bar chart are Not To Scale



SEE NEXT PAGE FOR SEGMENTS 9-13 OF SR 63

Segment: Is self-explanatory except for several data sets:

Functional Classification: A process by which streets and highways are grouped into or classification systems.

NHS (National Highway System): Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

Freeway/Expressway System: The Statewide system of highways declared to be essential to the future development of California.

Regionally Significant: Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

STRAHNET: A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

Lifeline: A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

IRRS (Interregional Road System): A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

STAA (Surface Transportation Assistance Act): This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accomodate STAA trucks. Other designations i.e., California Legal offer more limited access.

Scenic: : A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

SEGMENT	1	2	3	4	5	6	7	8
County / Route	TUL / 63	TUL / 63	TUL / 63	TUL / 63	TUL / 63	TUL / 63	TUL / 63	TUL / 63
Description Begin	ROUTE 137	AVE 248/CARTMILL RD	AVE 261	AVE 264/ LIBERTY AVE	VISALIA PARKWAY	W. JUNCTION 63/198 SEPARATION	HOUSTON AVE	0.1 MI N. OF FERGUSON AVE
Description End	AVE 248/CARTMILL RD	AVE 261	AVE 264/ LIBERTY AVE	VISALIA PARKWAY	W. JUNCTION 63/198 SEPARATION	HOUSTON AVE	0.1 MI N. OF FERGUSON AVE	RIGGIN AVE
Postmile Limits Begin/End	0.0 / 2.0	2.0 / 3.6	3.6 / 4.0	4.0 / 5.5	5.5 / 8.0	8.0 / 9.1	9.1 / 9.7	9.7 / 10.1
Lane Length (MI)	2.0 MI	1.6 MI	0.4 MI	1.5 MI	2.5 MI	1.1 MI	0.6 MI	0.4 MI
Functional Classification	Principal Arterial (extension of minor arterial-rural to urban)	Minor Arterial	Minor Arterial	Principal Arterial (extension of minor arterial-rural to urban)	Principal Arterial (extension of minor arterial-rural to urban)	Principal Arterial (extension of minor arterial-rural to urban)	Principal Arterial (extension of minor arterial-rural to urban)	Principal Arterial (extension of minor arterial-rural to urban)
National Highway System (NHS) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO
Freeway/Expressway System (Y/N)	YES	YES		YES	YES	YES	YES	YES
Regionally Significant (Y/N)	NO	NO	NO	NO	NO	YES	YES	YES
STRAHNET (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO
Lifeline (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	NO	NO	NO	NO	NO	NO	NO	NO
TRUCK NETWORK: STAA (NN=National Network, TA=Terminal Access) or CL=California Legal, R=Special Restrictions; A=Advisory	TA	TA	TA	TA	TA	TA	TA	TA
Scenic (Yes: OD=Officially Designated, E=Eligible) or No	NO	NO	NO	NO	NO	NO	NO	NO
ICES (Intermodal Corridor of Economic Significance) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO
General Plan/RTP LOS Standard	2004 TCAG RTP D	2004 TCAG RTP C	2004 TCAG RTP D	2004 TCAG RTP D	2004 TCAG RTP D	2004 TCAG RTP D	2004 TCAG RTP D	2004 TCAG RTP D
General Plan/RTP Standard Highway Classification	City of Tulare: Major Arterial	City of Tulare: Major Arterial	City of Tulare: Major Arterial	2004 TCAG RTP: Principal/Minor Arterial	2004 TCAG RTP: Principal/Minor Arterial	2004 TCAG RTP: Principal/Minor Arterial	2004 TCAG RTP: Principal/Minor Arterial	2004 TCAG RTP: Principal/Minor Arterial
Bike Use Allowed (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES

Transportation Concept Report

State Route 63

LEGEND

Existing Lanes — Conventional / Freeway

Planned or Programmed by 2030 — Through Lanes.

Number of Lanes: 2, 4, 6

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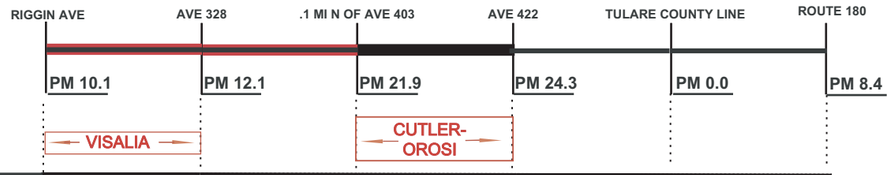

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ROW: Portrays Right-of-Way (ROW) and geometric data in feet.

Shoulder Range: Is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate (UTC): Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218' is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

Facility: Shows the Existing Facility, the desired facility type (2030 Concept) by 2030-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.

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Deficiency: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

Directional Split: Denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

AADT: Signifies Annual Average Daily Traffic.

Peak Hour: Indicates a representation of the maximum hour of traffic flow during the day.

% Trucks: Shows the percent of trucks for AADT and Peak Hour.

+ The Ultimate ROW on this Route is generally the same as the existing ROW except where geometric improvements may be required.

++2-lane conventional improvements, i.e., turn lanes, signals, passing lanes, etc.

* Meets Concept LOS

** Deficient - Concept facility does not meet Concept LOS.

^: Right-Of- Way to be determinted.

SEGMENT	9	10	11	12	13
County / Route	TUL / 63	TUL / 63	TUL / 63	TUL / 63	FRE / 63
Description Begin	RIGGIN AVE	AVE 328	.1 MI N. OF AVE 403	AVE 422	TULARE COUNTY LINE
Description End	AVE 328	.1 MI N. OF AVE 403	AVE 422	FRESNO COUNTY LINE	ROUTE 180
Postmile Limits Begin/End	10.1 / 12.1	12.1 / 21.9	21.9 / R 24.3	R 24.3 / R 30.1	0.0 / 8.4
Length (MI)	2.0 MI	9.8 MI	2.4 MI	5.8 MI	8.4 MI
Rural or Urban	URBAN	RURAL	URBAN	RURAL	RURAL
Terrain	FLAT	FLAT	FLAT	FLAT	ROLLING
ROW: Range Existing (FT)	80.0 / 110.0 FT	80.0 / 110.0 FT	80.0 / 80.0 FT	50.0 / 60.0 FT	55.0 / 60.0 FT
Median Range (FT)	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT
Shoulder Range (FT)	8.0 / 8.0 FT	8.0 / 8.0 FT	0.0 / 8.0 FT	0.0 / 0.0 FT	0.0 / 4.0 FT
Lane Width (FT)	12.0 FT	12.0 FT	12.0 FT	12.0 FT	12.0 FT
Ultimate ROW (FT)	^ FT	110 FT	110 FT	110 FT	110 FT
Facility: Existing	2C	2C	4C	2C	2C
2030 Concept	4C	4C	4C	2C(I)++	2C(I)++
UTC	6C	4C	4C	4C	4C
LOS: 2006	D	D	B	B	B
LOS: 2015	D	D	B	B	C
LOS: 2030	E	E	B	C	C
LOS: 2030 Concept	D	D	D	D	D
Deficiency/Year Deficient	2030	2030	N/A	N/A	N/A
Project in STIP/RTP (Y/N)	NO	NO	NO	NO	NO
LOS W/ Concept Improvement	N/A*	N/A*	N/A	N/A	N/A
Directional Split (Peak Hour)	47/53	49/51	49/51	47/53	49/51
AADT: 2006	7,200	9,400	13 000	2,500	2,100
AADT: 2015	10,000	13,400	17,000	3,400	2,800
AADT: 2030	13,800	19,100	22,200	4,500	3,800
Peak Hour: 2006	870	1,050	1,300	250	270
Peak Hour: 2015	1,210	1,500	1,700	300	400
Peak Hour: 2030	1,670	2,140	2,220	500	500
% Trucks: AADT	2.2 %	2.4 %	1.8 %	2 %	2 %
% Trucks: Peak Hour	16 %	11 %	8 %	19 %	24 %

SUMMARY CHART 2-B

LEGEND

Existing Lanes — Conventional / Freeway

Planned or Programmed by 2030

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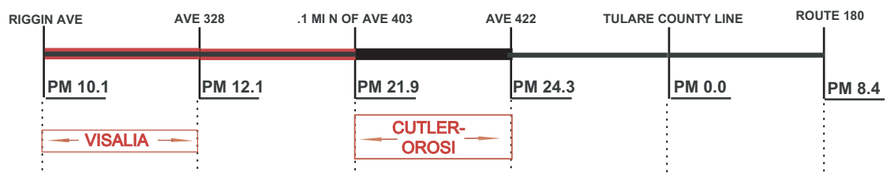

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SEGMENT	9	10	11	12	13
County / Route	TUL / 63	TUL / 63	TUL / 63	TUL / 63	FRE / 63
Description Begin	RIGGIN AVE	AVE 328	.1 MI N. OF AVE 403	AVE 422	TULARE COUNTY LINE
Description End	AVE 328	.1 MI N. OF AVE 403	AVE 422	FRESNO COUNTY LINE	ROUTE 180
Postmile Limits Begin/End	10.1 / 12.1	12.1 / 21.9	21.9 / 24.3	24.3 / 30.1	0.0 / 8.4
Lane Length (MI)	2.0 MI	9.8 MI	2.4 MI	5.8 MI	8.4 MI
Functional Classification	Principal Arterial (extension of minor arterial-rural to urban)	Minor Arterial	Principal Arterial (extension of minor arterial-rural to urban)	Minor Arterial	Minor Arterial
National Highway System (NHS) (Y/N)	NO	NO	NO	NO	NO
Freeway/Expressway System (Y/N)	YES	YES	YES	YES	YES
Regionally Significant (Y/N)	YES	YES	YES	YES	YES
STRAHNET (Y/N)	NO	NO	NO	NO	NO
Lifeline (Y/N)	NO	NO	NO	NO	NO
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	NO	NO	NO	NO	NO
TRUCK NETWORK: STAA (NN=National Network, TA=Terminal Access) or CL=California Legal, R=Special Restrictions; A=Advisory	TA	TA	TA	TA	CL
Scenic (Yes: OD=Officially Designated, E=Eligible) or No	NO	NO	NO	NO	NO
ICES (Intermodal Corridor of Economic Significance) (Y/N)	NO	NO	NO	NO	NO
General Plan/RTP LOS Standard	2004 TCAG RTP D	2004 TCAG RTP C	2004 TCAG RTP D	2004 TCAG RTP C	Fresno County LOS for CMP & RTP Regionally Significant System C
General Plan/RTP Standard Highway Classification	2004 TCAG RTP: Principal/Minor Arterial	2004 TCAG RTP: Principal/Minor Arterial	2004 TCAG RTP: Principal/Minor Arterial	2004 TCAG RTP: Principal/Minor Arterial	Fresno Co: Regionally Significant Road
Bike Use Allowed (Y/N)	YES	YES	YES	YES	YES